THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Det Bel Isle & Windsor Ferry Co. 07

AROUND THE LAKES.

CLEVELAND.

The schooner Delaware which arrived here to lay up for the winter will be rebuilt by her owner, Mr. Murphy.

Richard Maston, chief engineer of the Swain, who laid his boat up at Duluth, got home yesterday morning.

Masters of vessels have been compelled to report at the up town office this week on account of the river office being closed.

The ninth annual ball, given by the seaman's assembly at Gesangverein hall, Ontario street, last evening, was a pleasurable party and a success in every respect.

We call attention of purchasers to the advertisement on another page showing that the schooner Sentator Blood is for sale. She is laid up at Algonac, Mich. Address Cahoon & Hutchinson, Cleveland, O.

Sociability among the Masonic fraternity is much enjoyed by all those who attend Bigelow's socials. Season tickets for socials, or invitation tickets for each can be procured from H. E. Chubb, viaduct. Social No. 3 will be held December 15.

From present appearances the number of vessels which will winter at Cleveland will exceed the number in winter quarters at this port for several years. There are now 107 lake carriers laid up here and it is probable that several more will be added within the next few days.

A representative of the Winslow estate, of Buffalo, was at this port Tuesday, and in connection with Captain A. R. Manning, representing the companies in which she is insured, looked over the Egyptian. Survey was held yesterday.

J. C. Crocker mate of the schooner St. Lawrence, who has been held here, charged with several crimes in this country and Canada, was released from custody on the 2d. A telegram was received from Port Rowan, stating that Crocker was not wanted there for murder. He states that the accusations made against him were the outgrowth of jealousy and spite.

F. Perry Swain, chief engineer on the steamer Republic, and Miss Sadie Thompson, were married last evening at the residence of the bride, 191 Taylor street. The happy couple started on a wedding tour to New York city and the east on the 11 o'clock train Wednesday evening, where they will enjoy two weeks of pleasure. The presents were appropriate and beautiful. The marine paper of the lakes wishes the newly-joined couple a happy and prosperous union, inasmuch as Mr. Swain is one of our best marine engineers.

Captain Robert Kerr learned Monday that the body of his father, Captain Kerr, of the schooner Constitution, had been found at Colchester, and started with the tug W. D. Cushing to bring it to this city. The Cushing arrived back Tuesday. The body is hardly recognizable by his friends from long exposure in the water. On arriving here the remains were taken to the undertaking rooms of E. H. Saxton, No. 284 Pearl street. The funeral will take place at 2 o'clock this (Thursday) afternoon.

The schooner Alva Bradley, whose repairs are about completed, came out of drydock Monday night and the steamer Egyptian took her place. The latter has been leaking to such an extent since her mishap at Lorain that it has been necessary to keep a pump working on her most of the time. Three entirely new frames will be required, and probably two more will need strengthening, besides several new planks. The hole in her bottom is located on her port side at a point about under her pilot house.

P. H. Doyle, chief engineer in Bradley's employ, has resigned his position. The best feeling exists between Mr. M. A. Bradley and Mr. Doyle, and it is to be hoped that this note will correct any false impressions that prevail in the matter. Mr. Doyle is one of the most reliable engineers we have on the lakes, and as no dereliction of duty stands against him during his seven years of service in the Bradley line, it will be unnecessary to say that he will gain a good trade in his new business, steam fitting, brass goods, and general engineers' supplies, etc.

The annual ball of the Cleveland lifesaving station will take place at the armory on the 16th inst.

Meteorological summary for the week ending December 7:

Mean barometer	30 26
Mean temperature	36.0
Mean humidity	74.4
Total precipitation	46
Prevailing direction of wind	South.
Total wind movement	2081
Av. cloudiness	5 6
Av. state of weather	Fair.
Max. temperature, highest	57.0
Min temperature, lowest	10.0

W. H. HAMMON, Sergt. Signal Corps, U. S A.

In a communication to Harbor-master Peter Lynch, City Civil Engineer Rice writes: "I desire as a precaution to call your attention to the necessity of using the utmost care and good judgment as regards the disposition of vessels in this port for the winter. I would suggest that the waterway in the river channel be as little obstructed as possible, and that only the best docks be selected to tie to, as great damage may accrue to docks, vessels, and city bridges in the event of severe freshets in the spring. After consultation with the city solicitor I would state that vessels run a great responsibility in tying to poor docks. If a boat should be made fast to an insecure and unstable dock and at any time should break loose from her fastenings by reason of the insecurity of the dock or her own fastenings and damage should be done to any of the city bridges, the city will look to the owners of any such boat for indemnity."

Among the late movements at this port yesterday was the arrival of the steamer Wocoken, from Ashtabula, and the Argonaut, from Fairport, schooner Colonel Cook, from the Islands, with stone. The steamer Harry Cotterell got away light, probably for Toledo. The steamer Siberia is expected in from Ashtabula, and it has been reported that the Gilchrist and Alverson, now on the way down, will come in here to spend the winter. These arrivals, outside of short trips to the Island, will probably complete movements at this port this season. Several more boats are on the way down for Erie and Buffalo.

Mr. Hale, the marine editor of the Cleveland *Leader*, has made a very creditable report of the Bradley fleet: With the arrival of the steamers Maurice B. Grover and City of Cleveland at Chicago all the vessels composing the Bradlay fleet will have gone into winter quarters. The disposition of the fleet will then be about as follows: M. B. Grover, City of Cleveland, Henry Chisholm, E. B. Hale, R. P. Ranney, John Martin, and Negaunee in Chicago; D. P. Rhodes at Lorain; Thomas Quayle, at Vermillion; J. S. Fay and Ahira Cobb, at Fairport; and S. E. Sheldon, Superior, Sandusky, S. P. Ely, S. H. Kimball, and A. Bradley, at Cleveland. During the winter attention will be given to putting several of the vessels in excellent shape for next season's sailing. The most work will probably be done on the steamer Superior. While she lies at the waterworks dock everything from below the main rail up will be torn away and she will receive a complete rebuild, at an estimated cost of about $10,000. The steamer S. E. Sheldon will be given new ceiling and part new upper deck, at a cost of about $1,500. Schooner Thomas Quayle will be rebuilt at Vermillion from below her plank sheer up, and be given entire new decks at a cost of about $3,500. The schooner Sandi. givennew floor-ceiling and receive a thorough recalking inside and out. The S. P. Ely will be given new keelsons besides receiving a general overhauling. The A. Bradley will receive besides present repairs to her bottom, a complete rebuild from her plank sheer up. Schooner S. H. Kimball will be given new decks, new center board box, new hatches, and new hatch-combings. The E. B. Hale, John Martin, and Negaunee will all of them be drydocked and recalked. The profits of the season, altogether, are believed to foot up better and make a more satisfactory showing than any year since 1880. In the movements of the several vessels, as might naturally be expected, special interest has been taken in the new steamship Maurice B. Grover, Captain James Stone, master. The latter vessel, since she was launched last May and started on her first voyage May 25, has brought down twenty-two cargoes of ore from Escanaba and carried up two loads of coal to Lake Michigan ports. Of the twenty-two trips for ore, twenty-one of them have been made on an average of seven and one-third days to the trip. Out of the time required to bring down these twenty-two loads she lost eight or nine days on account of a broken wheel.

CHICAGO.

Special to the Marine Record

Navigation at this port is about closed, and the ship chandlers have their spacious lofts nearly filled with the garments recently worn by the large fleet of steam and sail vessels, laid up for the winter season. The past season has been an excellent one, and all vessel men are well satisfied and are living in hopes that next season will be as good as the one they have just got through with.

The Phestigo Co.'s barge line have laid up their fleet, comprising the steamer Boscobel and six barges, all under command of Captain Wm. Nicholson. They had a very successful season, during which they made fifty-two round trips, and brought 52,000,000 feet of lumber to this port.

Captain Wm. Johnson's fleet of fine schooners, comprising the Olga, Vega, Alice, and W. O. Goodman have been placed in winter quarters, in good shape. They have put in a good season without having experienced any mishaps.

The fine steamship Syracuse, owned by the Western Transit Co., and commanded by Captain V. Jones, will winter here. She has had a most successful season, and made twenty round trips between Buffalo and this port without any mishaps whatever.

The propeller Annie Young, of the Anchor line, arrived here early Tuesday morning with merchandise from Buffalo, which port she left on the morning of November 19. She experienced very bad weather, and was forced to run back for shelter several times on her way up.

Vessel men say a lighthouse is needed badly on Poe's reef, in the Straits of Mackinaw. The steamship Albany ran on to the reef recently, and cost her owners a very large amount to get her off. The steamer Scott ran on it and sank some years ago, as did also the schooner Bentley, and she proved a total loss.

The fine steamship Aurora and tow, the David Dows, arrived here Sunday morning with coal from Buffalo. This is the Aurora's first appearance at this port. She is a splendid looking craft, and everything on board of her is most modern and complete. Captain Wm. Mack is very proud of her and so is Engineer Thomas, who says her splendid triple compound engine, which was built by the Cleveland Shipbuilding Co. is a great success, and that the Aurora with her consort, runs at a gait of 10¼ miles per hour regularly.

M. A. Bradley, of Cleveland, was in Chicago Tuesday, looking after his fleet, lying up here.

The steamship E. B. Hale, of the Bradley fleet, is to receive a new boiler, and have her high pressure cylinders reduced here during the winter.

O. N. Steele, of the Cleveland Ship-building Co., was here on Friday last, arranging for some repairs which are to be done to the boiler of the steamship John Glidden.

The steamship Tioga with grain, and H. Jewett with merchandise, left this port for Buffalo Mouday.

Bids have been received for furnishing the city a tug for crib service. The boat is needed to visit the crib regularly during the winter. There were three bidders, as follows: Chicago Towing Co., $800 per month; Vessel Owners' Towing Co., $800 per month; J. S. Dunham Towing Co., $1,000 per month. The city will probably readvertise.

The Vessel Owners' shipping office closed its books for the season last Thursday. As its name implies, the concern was established by the vessel owners of Chicago for the purpose of signing in their own sailors, the seaman's union having become obnoxious. During the eight months beginning April 1 and ending November 30, Shipping-master McMorran has supplied vessels within the corporation with 1,646 men. Besides this there were sent to other ports 133 men. The office is maintained by a per tonnage assessment, the money thus obtained having been more than ample to pay all running expenses. When members of the union interfere with the seamen shipped from this office a provision is made and money appropriated for the prosecution of the offenders. But one such case came up before the court this season. It was pushed and won.

The captain of the steamer George Spencer telegraphed from Escanaba last Thursday that he was unable to get a cargo of ore there and asked if he could get a load or grain here. The Spencer was chartered for corn to Buffalo at 5c.

The George T. Hope, Bulgaria, Sitka, Lycoming, and George W. Adams arrived here Thursday, and the Oceanica and New York left for Buffalo.

The *Inter-Ocean* says: The Ogden canal is the property of a private corporation and has no properly constituted legal head. The harbor masters have been vainly endeavoring to make moral suasion in the canal serve the purpose the authority of their office does in the main river. The complicated condition of things in that waterway at present is due to the fact that a vessel's master has no respect for the orders of the harbor force while his bottom is afloat in the Ogden canal.

The propellers John B. Lyon, Bulgaria, Wyoming, and R. R. Rhodes are choked in at the south entrance of the canal, and are unable to get up, while the schooner S. H. Foster, with a winter's dock in waiting for her, is in the canal and can't get out. Thus the southern entrance is virtually barricaded. At the north exit of the canal the Rising Star, City of Erie, and Windsor effectually cut off all hope of relief for the other end. The harbor masters are powerless in the matter, as the ditch is out of their jurisdiction.

The propeller John F. Eddy ran into the schooner John Miner near Carpenter street, carrying away considerable of the latter's head gear. The Eddy lost quite a number of stanchions.

At Miller Bros.' shipyard the steambarge Inter-Ocean was in dock and had her butts calked and stern bearing fixed; the schooner E. A. Nicholson for a thorough re-calking all over; the schooner Melbourne had her bottom calked; the steamship Hiawatha received a general overhauling and recalking.

A fierce westerly gale, with an average velocity of over forty miles an hour, prevailed throughout Sunday, but quite a fleet that got under the lee of the west shore reached the harbor. The arrivals, with one exception, were from lower lake ports. They were the steamers Syracuse, Lehigh, John Pridgeon, Wissahickon, M. B. Grover, George Spencer, Aurora, Escanaba, Portage, Fred Mercur, and schooners David Dows and Schuylkill. The Tacoma with corn for Buffalo, was the only departure. The George Spencer, which came from Escanaba to load grain, was ordered into winter quarters as soon as she got here.

At the Chicago drydock company's, the hooner Higgie, is in dock for a general overhauling and calking; the schooner Halstead, was in dock for temporary repairs to enable her to unload; the tug Ruby was in dock for calking all over; tugs Satisfaction and Thos. Hood, for repairs to stern bearings.

The schooner Annie O. Hanson, arrived here Monday night with lumber from Frankfort, which port she left on Wednesday of last week. She experienced very bad weather and has been nearly three weeks making the round trip.

The steambarge Albert Soper, Captain Hogan, made 92 round trips between this port and Muskegon during the past season and brought to this port 40,000,000 feet of lumber. She will be placed in drydock and receive a new deck and steel arches 18 inches inches wide ¾ inch thick, and steel plates 20 inches wide by ¾ inch thick on each side of her keelson. The work will be done by Messrs. Miller and Donaldson Bros.

WILLIAMS.

OWEN SOUND.

Special to the Marine Record.

The Alberta left Owen Sound last spring on the 8th day of May, and arrived safely back here on the morning of the 4th of December, after making twenty-nine round trips between this place, (which is on the Georgian Bay,) and the north shore of Lake Superior, the worst route on the whole chain of lakes. Twenty-eight trips is the largest number ever made before, so that all previous records have been beaten, and every thing is satisfactory. E. B.

CLAYTON.

Special to the Marine Record.

The Nina is out in Johnson's shipyard for a thorough rebuild.

Mr. E. Bastion has the frames out for a new steamer for Dr. H. Bain, 87 feet keel, 16 feet beam, to take the place of the Jessie Bain, dismantled.

The St. Lawrence is lower now than ever before.

With the new boat to be built by the Rathbun Co. this winter the Gananoque and Clayton route will be extended to Alexandria Bay next season, and three trips a day made instead of two as was done this season. It is said the boat will be capable of making fourteen miles an hour. She will be large enough for excursion purposes.

The propeller Schoolcraft, laid up at our docks last night, was the last boat for the season through the Welland canal for Ogdensburg. C. M. M.

TOLEDO.

Special to the Marine Record.

The tugs J. S. Spinner and Thompson Bros. are hauled out at the foot of Adams street and will be thoroughly rebuilt this winter.

The tug Pathfinder has been ironed off in first-class shape, and is being held ready for anything that should happen to want assistance in the ice.

Three new craft are being built here this winter. A new sand sucker for Doville & Co.; a fish tug, about 50 feet long, for Davis Bros.: and a steambarge, about 90 feet long, for D. Y. Howell & Son. Davis' boat will have the Inguersen's engine, a 12 by 13, and Howell's boat will have the Morning Star's engine, a 12 by 16.

The Anna P. Grover was the last arrival. She came in Monday with salt from Marine City. Probably the last crafts to leave will be the tug Roy and barge Minnie E. Orton.

BAY CITY.

Shipments from Bay City for November were: Lumber, 20,000,000 feet; shingles, 7,500,000; lath, 1,500,000. And from East Saginaw; lumber, 10,000,000; shingles, 5,000,000; lath, 1,000,000. River shipments show a decline of about 15,000,000 feet of lumber and 2,000,000 shingles.

PORT ARTHUR.

The steamer Myles will probably remain here this winter. While leaving port with a cargo of wheat she encountered heavy ice, and stove a hole in her bow. Repairs are being made, but it is not likely that she will make any further attempt to get away.

The steamer Ontario will go into winter quarters here at once.

MARITIME LAW.

CHARTER PARTY—STIPULATION AS TO TIME OF SAILING OF VESSEL—WHAT IS CONSTRUCTIVE SAILING—REMOVAL NEARER DOCK-GATE BY ORDER HARBOR MASTER NOT A SAILING.

U. S. District Court, Southern District of New York.

1. A stipulation in a charter as to time of sailing of the vessel is a condition precedent, which if not fulfilled, entitles the charterer to reject the vessel.

2. It has been held that a condition as to time of sailing is complied with if a vessel breaks ground and accomplishes part of her journey, however short, with the *bona fide* intent of prosecuting so much of her voyage. But a removal a short distance nearer a dock-gate, by order of the dock master, and before the vessel is actually ready for sea, is not such a compliance.

3. A clause in the charter of bark Atalanta described her as "now at Bremen, guaranteed to sail on or before December 10th." On the 4th of December, her general cargo being in, she was moved by order of the harbor master c'ose to the dock-gate, after which she took on board balance of crew and provisions. On the 15th she went out to the roadstead, and sailed on the 20th. Held, that her move on the 4th was not a constructive sailing; not having complied with the condition of her charter, therefore, charterer was not liable for damages in refusing to accept her.

Brown, J. The libellant sues to recover damages for alleged breach of charter party in not accepting the Danish bark Atalanta when tendered at New York to be loaded. The charter describes her as "now at Bremen loading for Philadelphia, guaranteed to sail on or before December 10th, 1886." The respondents refused to accept her because as they allege, she did not sail from Bremen until after December 10th.

The stipulation as to time of sailing was a condition precedent, which, if not fullfilled, entitled the respondent to reject the vessel. It is not a question of fault or reasonable excuse for not sailing within the time provided. The vessel under such a stipulation takes upon herself the risks of all causes there may prevent, on compliance with the condition. Von Luigen v. Davidson 113 U. S. 40, 49 and cases there cited; Hare v. Whitmore, Cowper 784; Cracheurt v. Fletcher, H. & N. 893; Weisser v. Maitland, 3 Sant. 318.

The proof shows that in December the vessel was loading within the dock at Bremen. On the 4th of December, her general cargo being all or nearly all on board, she was ordered by the harbor master to remove from that part of the dock where she was lying to some other berth. She was thereupon moved as near to the dock gate as she could get and then took on board the balance of her crew and provisions for the voyage. The respondents claim that on the 6th of December she was entirely ready for sea. She did not leave her last berth within the dock, however, nor go out of the dock gate, until the 15th, when she went into the roadstead outside, where she was detained by contrary winds until the 20th of December, when she went to sea.

I do not think the whole evidence fairly sustains the claim that she was prepared to sail by the 6th of December. The Friedlaneer sailed from the same dock on the 11th. The mate of the Atalanta testifies that the Friedlaneer sailed on "one of the days I was getting ready with her cargo; when we were taking in the last of her cargo." And if the Atalanta was in fact ready to sail on the 6th, no reason appears why she did not sail. The mate's testimony indicates the contrary.

It has been held that similar warranties are complied with if the ship breaks ground and accomplishes some part of the journey, however short, with the *bona fide* intent of prosecuting so much of the voyage; though the master knew that he would be obliged shortly to come to anchor, because of contrary winds, and made the start in order to comply with the warranty. Cochran v. Fisher, Tyrwhitt 424; 5 do. 496; The Francesco Cuno, 4 Phila. Weekly Notes of Cases, 415; Pettigrew v. Pringle 3 B. & Ad. 514. In the case last cited Lord Tenduden says: "The general principle of the decision is this, that if a ship quits her moorings and removes, though only to a short distance, being perfectly ready to proceed upon her voyage, and by some subsequent occurrence detained, that is nevertheless a sailing, but it is otherwise if at the time when she quits her moorings and hoists her sails, she is not in a condition for completing her sea voyage."

The facts of the present case do not bring the Atalanta within the principle of these decisions. The change of berth by the Atalanta on the 4th, although it brought her a few lengths nearer to the dock gate, through which she must pass, was not a movement made in the prosecution of any part of her voyage. She was not ready to sail; neither her crew nor necessary provisions were on board. She changed her berth by the requirement of the harbor master, and was obliged to stop at some other place within the dock because she was not ready to proceed to sea. When she was afterwards got ready, whether before or after the 10th, she did not prosecute any part of her voyage until the 15th. The previous change of place was merely in the preliminary preparation for the voyage, and can not be held to be a constructive sailing prior to the 10th, so as to defeat the plain intention of her charter. Pettigrew v. Pringle, 3 B. & Ad. 514; Graham v. Barras, 5 do, 10, 11; Ridesdale v. Newnham, 3 M. & S. 456; Wilson v. Salvator, 1 Moody & M. 309.

The libel must therefore be dismissed with costs.

November 15, 1887.

SUBSTITUTE AS GOOD AS REGULAR.

To the Editor of the Marine Record:

CHICAGO, ILL., December 6.

I will not attempt to picture to you all the ups and downs connected with my lecture on "Samson," which I was unfortunate enough to deliver in Port Huron recently. Suffice it to say, that it was a failure in every sense, for the lecture that I wrote and the one that I delivered were not the same; for some one, bent upon ruining the honest intentions of a member of the MARINE RECORD's editorial staff, changed the document after I had reached the speaker's table and just as I was in the act of getting a drink of water. A very fair audience greeted me, and after the introduction, quite a number of the "boys" went out.

The lecture, as I wrote it, is straggling around Port Huron somewhere, no doubt, while the lecture as I delivered it is here produced, not to show the euridition of the gifted writer, but to demonstrate the persecution of honest labor.

"Samson," says the writer, "stands forth upon the mountain of history like a mountain goat, his, Samson's, long hair floating in the breeze of time, emblematic of that great physical strength that enabled him to carry the gates of the police station to the top of Prospect hill when the enemy thought him fast asleep."

[At this junture three boys and six girls left the room.]

"Neither sacred or profane history gives any information as to Samson's name, that is, his g ven name, and all we have to guide us in this direction is tradition, which tells us that his family name was Sam, his father being a telegraph operator and is recorded upon the oriental pay roll as John Sam. John Sam had thirteen sons, and about the time the seventh son, he of historical renown, was born, the grocery keeper where Mr. Sam bought his butter and negotiated for names for his children, issued a boycott on the old man, and refused to sell him any more names for his children unless he would agree to pay off a non-union servant he had in his family. Mr. Sam was a God-fearing man, and said:

"'Verily I say unto you, I'm blamed if I'll pay anybody off to suit the union, and my son can figure in the world's history without a name, for every one knows that he is Sam's son,' and let it go at that.

"Thus our hero grew to manhood and figures to-day in the world's history as Samson, or the son of Sam."

[Some more folks just left.]

"About three weeks after that some folks in another town got mad at Sam's son because he beat them at a lifting match, and one of the gang went to a medium and there learned that the strength of the victor lay in his hair, for Samson wore his hair long and done up in a French twist.

"The two families did not move in the same set, so one of the boys who got worsted in the lifting match, gave his sister eighty cents to rush over, make love to Samson, and when she caught him asleep, cut off his hair and hurry home.

"Delilah, for that was the girl's name, said she'd do it, and accordingly she threw her handkerchief over her shoulder the first time she saw Samson, and he followed her to the little grove of timber on the other side of town. Delilah then told Samson how she was gone on him, and asked him to take a pull at the flask, which he did.

"'And the boys mixed the whisky,' says Plutarch, 'and Samson soon slept the sleep of the drunkard.'

"When Samson woke up the next afternoon he did not know where he was, for his hair was gone; but he found a note telling him that his girl had been giving him taffy, and that she was going to have a switch made from his hair, and that she would wear it to the ball on New Year's eve. Samson grew angry and he did say cuss words, whereupon he ran down the hill, his vision obscured by tears, until he stumbled and fell head first into a barbed wire fence, putting out both his eyes. Samson picked his once brilliant optics from the sand, muttering as he did so:

"'Now, I'm in a great fix; will have to wander through life looking through a pair of glass eyes."

[At this point there was not one left of my audience but the door keeper and he was asleep.]

"Samson used black oil on his head and his hair grew out again," history says; and he swore revenge, so when Barnum came along with his circus he bought a good many tickets and gave them to his enemies, whereupon they all went to the circus. Samson, di guised as a cannon ball performer, walked to the center pole, and, throwing both arms around it said, 'now for revenge;' he gave one jerk, pulled the center pole up by the roots, letting the canvas down on the crowd, and Samson perished in the heat of the conflict, his arms fastened about the neck of the ring-master, and——"

Mr. Editor, somebody turned the lights out and I had to walk home. The only cause I can find for this joke is, that I started in to put on style and got left.

THE SECOND ENGINEER.

THE REMOVAL OF FOG.

When man was given dominion over the earth he was told to subdue it, which was equivalent to telling him that he has the ability and the power to do it. It was telling him that it was a work to be done, thus making it a privilege and a duty, and the goal of man's ambition to accomplish it. Supported by such high authority I remark that one of the evils of our day is fog and I ask the privilege to place before your readers for their consideration a way to remove it from the waters around the city of New York.

Fogs are produced by a warmer air resting on or moving over colder water. Southerly and easterly winds cause them and northerly and westerly winds disperse them. To understand how fog is produced I offer the following: In southerly winds the columns for air are completly filled with warm vapor, which resting on the colder water, became capillary tubes that attract and take up minute globules of water that are held in suspension as water by capillary attraction, thus creating what we know as fog. In northerly winds all this is changed, the air is moving equatorward and wants more vapor which it takes from the fog. To turn water into vapor much heat is required, this absorption of heat creates cold and the consequence is the demand for vapor and the creation of cold makes short work of the fog.

On inland waters fogs are not much elevated; in dense fogs on the Mississippi, pilots navigate steamboats successfully by climbing a ladder a few feet where they can see the tops of the trees on the river bank over the fog. At sea fog banks are often seen a distance; seen in this way I should judge at their average height to be less than 300 feet. With this knowledge of fog to help us, the question is, can it be removed from important business localities. In answer I offer the following as an experiment worth trying. Select a place on Governors Island where a screw propeller wheel of 100 feet diameter can be placed to work horizontally 20 feet above the surface of the ground. To support the long arms of such a wheel secure a light bar of the pattern used on railroads face downward under each arm so as to form a circle 50 feet from the central shaft, and one or more similar bars inside of it as may seem expedient. These bars to rest on light vertical wheels supported on posts placed at short distances apart under them. The object of this arrangement is to support so large a wheel when driven at high speed when the pressure downward on it would be great. The fans of such a wheel would perhaps be best to be formed as window blinds are.

To keep the wind from interfering with the operation of the wheel it should be protected by a fence built around it, the fence to begin a little below the wheel and extend upward say 200 feet.

The reader will understand that such a wheel properly constructed and driven by machinery at high speed, would take a large volume of fog laden air from under it and drive it in a rapid current upward where the temperature would be so different that the air would be stripped of its fog, and if it did this successfully, it would show that a few such wheels got up at a moderate expense would banish the fog from any section covered by or to leeward of them. This, however, is taking a short sighted view of the matter, it is no measure of the effect such a wheel would have on the atmosphere. One such wheel would destroy its balance over a large district, it would create great atmospheric waves that rolling in every direction over this district would no doubt break up the fog.

In connection with the above I remark that if such wheels were erected in the parks of our city, and driven at a high speed in the hot days of summer they would remove much of the foul heated air to be replaced by air cooler and healthier. Besides such a wheel would have power to create air in fall in a time of draught. Although this may be a first attempt to show man's power in the atmosphere, much good will come of it.—JAS. E. COLE, in *Maritime Register*.

STEAMBOAT INSPECTION.

The following communication, signed Justice, was published in the New York *Star* of the 20th ult:

In a conversation with a prominent marine engineer I learned of a very grave defect in the laws governing our steamboat inspection service tending to, if not superinducing, serious abuse.

I learned that the local inspector in this port has encountered trouble and difficulty by issuing an unlawful license to an engineer, which license is illegal according to a very singular and seriously questionable law recommended by the board of supervising inspectors of steam vessels, and approved by Jas. A. Dumont on January 24, 1887, at Washington. The gentleman thus illegally licensed is thoroughly conversant with his profession and entirely competent, and would have been legally licensed had he made his application one hour before this suspicious and defective law took effect.

By this recent enactment no man who has been employed as machinist in building and erecting engines of any class or size can get a license as an engineer of a steam vessel over 100 tons burden unless he has had a service of one year in some capacity in the engineer's apartments of some steam vessel of 20 tons burden or upward, and then he must be indorsed by the master or engineer with whom he has been employed; his previous services in constructing engines, placing them on board ships and taking them to sea on trial trips is not allowed to his credit.

To make a test of this sinister law one of the most noted men in the United States in steam engineering, who has been employed as designer, superintendent, as well as erecting and running engines as a general expert and as an unquestioned authority in all matters connected with various styles of marine and stationary engines of the largest class. He has also been in this business for forty years and is now part owner of one of our largest machine works.

This gentleman, with all his skill and experience to recommend him, applied to the local inspectors (within the last ten days) for an engineer's license for steam vessels of of 250 tons only. This license the inspectors were compelled (by the singular law of January 24, 1887) to refuse, notwithstanding the application was earnestly indorsed by such distinguished engine builders as George W. Quintard, a part proprietor of the Quintard iron works, and a long time president of the Charleston Steamship Co; Chas. H. Delemater, proprietor of the Delemater iron works; Benjamin F. Sherwood, ex-engineer in chief of the United States navy; Andrew Fletcher, proprietor of the North River steam engine works; Herman Winter, superintending and constructing engineer of Morgan's Texas line of steamships, and Meirs Coryell, superintending engineer of the Cromwell line of steamships.

These gentlemen stand at the head of the steam engine business in our country, and have known the accomplished but rejected applicant for forty years. What a farce is this law of January 24, 1887, unless its concealed purpose was to force property and life in the hands of incompetent men.

What are the antecedents and experience of men who would recommend such a law?

They have never been designers, constructors or practical machinists in building steam engines, and consequently are not qualified to provide legal regulations for this most important service; important from the fact that on steam vessels entering and leaving New York City more than 400,000, 000 of passengers were carried the last years."

THE BALTA FOR LIFE SAVING.

Rear Admiral Ammen has proposed to the Secretary of the Navy a plan for the rescue of shipwrecked passengers. It consists of the construction of what is called a balta, or float. The Bear Admiral proposes that in launching them: "The head sail should be hoisted so as to bring the wind quarterly; oil bags would be thrown over from each quarter. The railing at the stern fitted for unshipping would be let down and launching skids put in place and a balsa carried aft by eight men and lowered with four on it. Then a rough car to fit in the skids would be loaded with the helpless persons and lowered to the balta, be received and placed, and the operation continued until the boat had her load; then she would be cast adrift, make a drag of her mast and sail, throw overboard her oil bag, and the same operation would be repeated until every one was embarked. Then they should fasten to each other in sections of fives." The Admiral in a letter to Secretary Whitney, asks that the department construct a balta and subject it to practical tests in all kinds of weather. The balta consists of two casks, upon which a platform is laid. In the casks are scuttles for stowing provisions. A sufficient number of them to carry a thousand people could, in the opinion of the Rear Admiral, be carried on a large steamer without inconvenience.

WAR SHIPS THAT ARE WEAK AND SLOW

Captain Bunce's report to the Secretary of the Navy on the new cruiser Atlanta shows that ship to be ill adapted if not positively unfit for the purposes of war. He has commanded her since she was in commission, and we may, therefore, be sure he had ample opportunity to study her defects. The ship, he says, is well nigh unmanageable in rough weather, and her battery is too heavy. Add to this that she is both unarmored and slow, and it remains she can neither fight nor run away. Of the sister ship Boston, like unto her in construction and armament, the same is exactly true. Captain Bunce suggests some fifty alterations, o e of which is that she be built up out of the water both forward and aft. Such changes, it is said, would cost something like a quarter of a million and perhaps much more. These alterations, though adding to her buoyancy, would in no wise improve her speed, and it may thus be seen how profitless would be the task of the constructor who should undertake them.

It ought to be said here that in nowise can the Atlanta's defects be laid at the door of the contractor who built her, and there is not a word that could be construed into such an inference in Captain Bunce's report. It was not the contractor who decided she should have low bulwarks, not he who miscalculated the position of her load line when her guns were mounted and her coal bunkers full, not he who limited her speed to sixteen knots under favorable conditions. All this was done for him by the Naval advisory board. What could this board have been thinking of? is the question that naturally suggests itself to those who rank far beneath its members as authorities on naval construction. They took for their model the Esmeralda, that admirable ship built for the Chilians by the Armstrongs, but seem to have utterly lost sight of the advantages of her wonderful speed while searching vainly, it seems, for more stability. Speed, it has been shown, is more to be desired than heavy armor; but to an unarmored ship speed is, of course, a prime necessity, else she might find herself opposing her eggshell sides to the assault of heavy guns, and though these sides, like the Atlanta's and Boston's, were backed with bunkers filled with coals, they would, likely enough, prove at best but a sorry protection, if they afforded any at all.

But we are told: "These ships are not intended for the line of battle at all. They are simple cruisers for the protection and attack of commercial ships in time of war, and to carry the flag to different ports in time of peace. Their function is rather to keep the peace than to make war, and they are properly designated as "the police of the sea." They must, of course, be able to defend themselves from enemies of approximate size and similar character, and to escape by their speed from heavily armored ironclads of the enemy."

This is all very well, but with the exception of showing the flag, which our old hulks of antique type are quite able to do, these new cruisers are unable to fulfill the conditions as laid down by their apologists. They would not be able to protect commercial ships, because a reference to the muster of foreign ships shows many of them that have sufficient speed to overhaul them and power to beat them off; and as to their capacity to come up with the fast steam fleet of the European mercantile marine, it is immediately obvious that they are nothing like fast enough. As to the power of the guns of these cruisers to stand off an enemy, it were a bootless errand to inquire, because, as we have seen from Captain Bunce's report, not to mention the recent disastrous trials, they are not structurally strong enough to carry such guns.

As to the Chicago, Admiral Porter has told us over his own signature that she is filled with machinery of a complicated kind, put into her, willy-nilly, through the agency of the four branches of the circumlocution office which furnish machinery for ships, and that a merchant steamer, which he names as carrying engines of a similar type, spends half of her time laid up for repairs. There are war ships afloat to-day, not unarmored cruisers, but line-of-battle ships, that have a record of over nineteen knots an hour. There's the Spanish ship Reina Regente, with a record of 20·6 knots over the measured mile; the Dogali, built in England for the Italian government, 19·66 knots; the Orlando, built by private contractors for the English government, 19·25; and there others which do not fall far short in speed of nineteen knots. How could an Atlanta, or a Boston, or a Chicago protect or attack a merchant fleet with such ships at hand? They could neither fight nor fly from them. What we want are fast cruisers, at least as fast as any afloat. Yankee ingenuity, which has never failed when put to the test, ought to be able to construct them. It is certain that Yankee ambition will not be content with any others.

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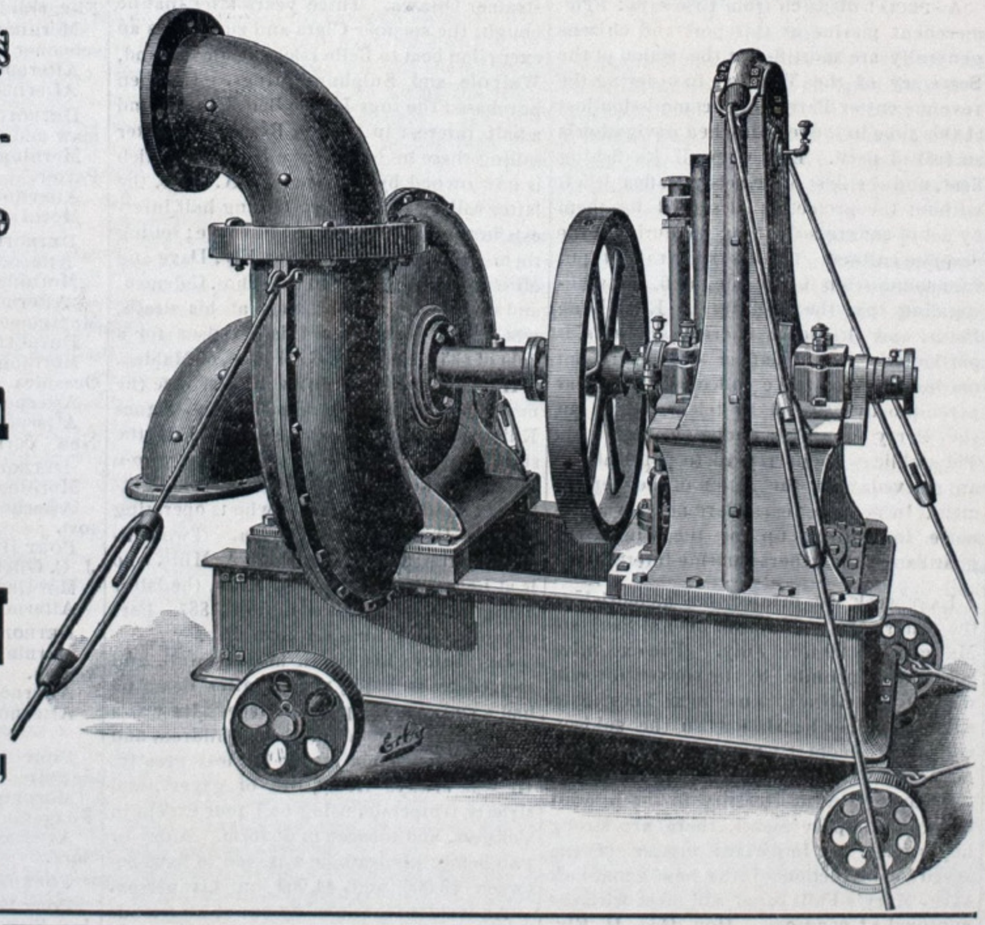

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CLEVELAND, O., THURSDAY, DEC. 8.

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MARINE RECORD—OFFICIAL PAPER.

USE THE SURPLUS.

It is impossible to conceive of a more appropriate purpose to which the surplus in the treasury can be applied than that of public works. There is no improvement of so great importance to the prosperity of the country than that of the rivers and harbors in the lake region. For some unaccountable reason President Cleveland, last summer, failed to sign the river and harbor bill passed by congress at the last session. It is possible that he considered, in the shape it was passed, that some job or scheme lingered among the lines, or that it appropriated money for mythical objects. However that may be, the failure to approve the bill has worked great damage to lake commerce, inasmuch as works of improvement in this region have come to a stand for want of funds with which to prosecute old work and that contemplated.

We are pleased to note that President Cleveland has incorporated in his message to congress a suggestion that the surplus in the treasury be drawn on liberally to forward public improvements and trust that the suggestion be followed to the letter by the legislative body, and that when a measure for the advancement of the facilities of lake commerce comes before the president he will not hesitate to add the weight of his approval to it. The surplus in the treasury is growing to enormous proportions, and it should be reduced. In advancing public works the labor of the country must be utilized, and in adding to the facilities and security of the commerce of the lakes the resources and prosperity of the country must be advanced, the volume of trade increased and the cost of transportation to the seaboard reduced, thus enabling us to compete successfully in foreign markets with the producers of any country.

To show the excellent condition of the treasury the following condensation is made:

The net decrease of the debt for the past five months of the fiscal year amounts to $39,245,684,35. The net cash in the treasury amounts to $55,258,701.19, a slight decrease as compared with a month ago, but a considerable increase as compared with the preceding months of the fiscal year. The net reserves held for the redemption of national bank circulations show a slight decrease as compared with a month ago. The gold coin and bullion in the treasury shows a very slight increase. The increase of silver holdings is also slight. There is a decrease of nearly $9,000,000 in the amount of gold certificates outstanding, while the silver certificates outstanding have increased over $7,400,000. The total gold and silver coin and bullion held by the treasury amounts to $522,570,491, and the total gold and silver certificates outstanding to $258,930,027. The government receipts for the month show a falling off as compared with October. The falling off was principally under the head of customs. The expenditures, on the other hand, show a considerable increase, which is due to the disbursements on account of pensions. These amounted, according to the treasury statement, to over $18,000,000. In all other items of expenditure there has been a decrease, which has been most noticeable under the head of interest and premium.

THE *Buffalo Express* says the rather foolish notion of changing the names of vessels is apparently falling off and the government authorities are doing what they can to discourage it. At one time it required a special act of congress, but in August, 1882, the power was delegated to the treasury department, and for a while vessel owners besieged the officials for the change of numerous vessels, mostly old hulks that were patched up a little and turned out as new, name and all. But the department early resolved not to touch vessels in debt or over 20 years old, and it is now not very easy to get a name changed. The reports show that only the following vessels on the lakes have been rechristened this year: Schooners S. Anderson of Grand Haven, changed to Quickstep; schooner Mary Copley of Oswego, to Madeline T. Downing; propeller John Thorne of Cape Vincent, to Islander; propeller Virginius of Chicago, to Thos. D. Stimson; propeller J. A. Crawford of Toledo, to Pathfinder. It will be seen that all the vessels are small, and only one, the Downing, is known in the general trade.

A SPECIAL dispatch from Erie says: The merchant marine at this port and citizens generally are mortified at the action of the Secretary of the Treasury in ordering the revenue cutter Perry out of commission just at this time in the season when navigation is so full of peril. Erie with all its fishing fleet, and the fleet of vessels yet afloat is left without the protection designed for them by act of congress defining the duties of the revenue cutters. The Perry was not put into commission until late, and, notwithstanding that the vicinity of Erie, Long Point, and the south shore east of this, is particularly full of danger to the merchant marine just now, the collector at Erie was peremptorily ordered by telegraph to put the Perry out of commission forthwith. The public without regard to political ties are grieved over the action of the department. In pevious years there never was this haste in putting up for the winter the guardian of the general marine interests.

LAST week we printed the memorial of the waterways convention, held at Sault ste Marie on the 20th of July. The executive committee appointed by the convention will meet at the Ebbett house next Tuesday to advance proper legislation on the subject, and as President Cleveland, in his annual message, will suggest the expenditure of the surplus in the treasury in the interest of public improvements, there are strong hopes that the important matter of the speedy construction of the new canal lock at St. Mary's Falls canal will meet with the approval of congress. Hon. Geo. H. Ely, of Cleveland, is chairman of the committee, and W. T. Phelps, of Duluth, secretary.

FROM the sixth annual report of the department of marine it appears that at the end of last year there were registered in Canada no less than 7,294 vessels, of which 1,198 were steamers, and the total estimated value of which is about $36,500,000. These 7,294 vessels are divided between the several provinces as follows: Nova Scotia, 2,929; Quebec, 1,650; Ontario, 1,248; New Brunswick, 1,042; Prince Edward Island, 225; British Columbia, 134; Manitoba, 66. Although two of the other provinces have more vessels of all kinds than Ontario that province takes the lead in steamers, having no less than 556; Quebec coming next with 349, and Prince Edward last with 14. The Port Arthur *Sentinel* says: The following information concerning a few of the vessels with which the people of this section are most intimately acquainted will no doubt be perused with interest:

Vessel.	Built.	Year.	Keel.	Ton'age.
Alberta	Glasgow	1883	264½	1779
Athabasca	Glasgow	1883	263 8-10	1773
Unit'd Empire	Sarnia	1882	252 8-10	1931
Ontario	Chatham	1874	181	1338
Frances	Owen Sound	1867	181 8-10	1324

OBITUARY.

CAPTAIN ROBERT KERR.

Captain Kerr, lost from the schooner Constitution, in the Detroit river, was born in Carrickfurgus, in the north of Ireland in 1825. At the age of 13 years he went to sea and had twenty-four years of experience on the turbulent waters of old ocean. The first vessel of which Captain Kerr was master of on the lakes was the schooner Wm. B. Castle in 1855, after which he sailed the schooner Grace Murray and the bark David Morris, both commands occupying eight years of his service on the lakes. During this time he, by economy and persistence of purpose Captain Kerr was able to lay up sufficient funds to enable him to purchase an interest in the schooner C. J. Magill, one of the good ones in those days, which he sailed as master and part owner for eighteen years Captain Kerr sold the Magill in 1881 and bought the bark Sunnyside, which was lost by collision in 1883. The loss of the Sunnyside was, as all know, an accident over which Captain Kerr had no control and with this exception Captain Kerr never had a loss during his long experience on the lakes. After the loss of the Sunnyside in Lake Michigan in August, 1883. Captain Kerr bought the bark Constitution, which he sailed four years. There is no one who has been acquainted with Captain Kerr but is ready to say a good word in his memory. He leaves a wife two sons and two daughters. The funeral took place to-day and was attended by many of his old marine friends.

CAPTAIN A. H. MILLS.

Captain A. H. Mills was born in Springfield, Mass., seventy-four years ago, of Welsh descent. His parents moved from there to Hartford, Conn., and kept a hotel on the Connecticut river. When 9 years old he shipped as cabin boy on a vessel sailing to Boston. Rising step by step, at the age of 14 he was first mate of the same vessel, and befor 21 he owned part of the vessel and sailed her. Thirty-five years ago he removed to Detroit, and went into the employ of W. E. Campbell, sailing the side-wheel steamer Ottawa. Three years after that he bought the steamer Clara and run her as an excursion boat to Belle Isle, Slocum's island, Walpole and Sulphur Springs. He then purchased the tugs Jennie Bell, Urania, and a half interest in the tug Resolute. After selling these he bought the Hercules which is now owned by his son, W. A. Mills, the latter sailing her. Then buying half interests in the tugs Pacific and Favorite; selling them he purchased the Shoo Fly, Dave and Mose, and an interest in the Thos. Coleman, and owned the former tugs at his death, when they were seized in Windsor for a debt of $350, held by J. G. Mullen, of Malden.

He had three children by his first wife (he marrying two sisters), namely, Mrs. Agnes Elliott, of Bay City, whose husband is the sign painter; Mrs. Belle M. Mason, whose husband is keeper of the Mamma Juda lighthouse; and Wm. A. Mills who is operating the tugs Heacules and Oneida. Two children by the second wife, Mary A. Mills, who is at home, and Andrew A. Mills, the latter being in his office the season of 1887. Part of the season sailing the Shoo Fly.

Just before his death he was well, and seemed to be happy; even after death he had a smile on his poor old face. He was a kind and loving father to his children, and his marine friends mourn his loss greatly. He was always lively, full of gayety, and strictly temperate, using no liquor except in sickness, and tobacco in no form. A day or two before his death he was seen to have between $3,000 and $4,000 on his person.

An incident is related by one of his friends who used to be a runner for him at the time he was running the steamer Clara. He had hired an old elephant from French, out Woodward avenue, to attract attention, he at that time running in opposition to Horn, and would cry aloud that the elephant would go to the island on the boat. After getting a load of passengers at 5c round trip, he would try to induce the elephant to go aboard, but he could not. One night about 6 p. m. he had the elephant in a warehouse, chained and eating his supper. Dr. Cadwell came down with a friend, known as Dad Irwin. Mr. Mills said: "Dad, bring the Dr. in and show him our Newfoundland dog." The doors were opened and they passed through. In the meantime some one had given the elephant a bit of tobacco, and it made him mad. Captain Mills went to unchain him, and when he put his trunk around his waist, he threw him up against the brick wall. The captain slid down the wall among a lot of anchors and chains, and Dad Irwin was so scared he couldn't get out of the door; when he did he said: "Well, did he hurt you, Mills?" The reply was, "You're a nice one." Dad got a stick and began whipping the elephant, but Cadwell ran to Jefferson avenue. The captain went to French and told him to take that elephant home as soon as the Lord would let him. French waited until night and when the elephant went home he killed two horses. At the time of French's fire he was burned A. A. MILLS.

RECORD OF VESSEL PASSAGES.

THROUGH THE SAULT.

SAULT STE MARIE, Dec. 1.—Morning, down—Alberta.

SAULT STE MARIE, Dec 2.—The St. Mary's Falls canal closed at 6 o'clock. There will be no more vessel passages this season.

THROUGH THE STRAITS.

MACKINAW CITY, Dec. 1.—Morning, down Propellers Escanaba and Conestoga.

Up, last night—Propeller Aurora and consorts, M. B. Grover, City of Cleveland.

Up to-day—Propellers Clyde, Portage, H. J. Jewett.

MACKINAW CITY, Dec. 2—Nothing doing. In harbor—Propellers R P. Flower, R. R. Fitzgerald, R. A. Packer.

MACKINAW CITY, Dec. 3.—Afternoon, down—Propeller Arabia, New York, and Avon.

Afternoon, up—R. P. Fitzgerald, R. P. Flower.

It is blowing a gale from the southeast and is raining. The ice-bound fleet in Mud lake has undoubtedly been released, as a large propeller, supposed to be the City of Traverse, came through the north channel and passed up at 6 o'clock this evening.

The report that there is a large steam barge and consort, ashore on McGulpin's Point, is a canard.

Navigation is about closed. Propellers Roumania and Australasia to pass up, and the Oceanica, Tacoma, Jewett, and Tioga down, will be the last boats to pass through, so far as known.

MACKINAW CITY, Dec. 4.—Down, nothing. Morning, up—Propellers Wallula, Tower.

MACKINAW CITY, Dec. 5.—Afternoon, up—Propellers Roumania and Autralasia.

Afternoon, down—Propeller Oceanica.

MACKINAW CITY, Dec. 6.—Afternoon, down—Propellers Tioga, H. J. Jewett.

Up—Nothing.

Tioga and Jewett made the run from Chicago in twenty-six hours,

PASSED DETROIT.

DETROIT, Dec. 1.—Up, yesterday afternoon—Porter Chamberlain and barges, Ira H. Owen, H. J. Jewett, R. P. Flower.

Afternoon, down—Wocoken and consort.

Up, this morning—R. A. Packer, R. P Fitzgerald, Fayette Brown.

Morning, down—Vanderbilt, Idaho, and schooner Delaware.

Afternoon, up—Fred Mercur, Syracuse.

Afternoon, down—V. H. Ketchum.

DETROIT, Dec. 2.—Afternoon, up—Ogemaw and two barges.

Morning, up—C. Tower Jr.. Wallula, tug Porter.

Afternoon, down—Mineral Rock.

Morning, down—Commodore, tug Moore.

DETROIT, Dec. 4.—Morning, up—None.

Afternoon, up—Geo. King and consort.

Morning, down—M. M. Drake, Albany.

Afternoon, down—Conestoga, schooner Montgomery.

DETROIT, Dec. 5 —Morning, up—None.

Morning, down—James Fisk, Arabia, and Oceanica.

Afternoon, up—None.

Afternoon, down—Avon, Margaret Olwill, New York.

DETROIT, Dec. 6.—Morning, up—None.

Morning, down—J. C. Gilchrist.

Afternoon, down—W. A. Avery and consort.

PORT HURON, Dec. 6.—Morning, down—J C. Gilchrist, W. A. Avery and consort.

Morning, up—Nothing.

Afternoon, down—Tug Mocking Bird.

DETROIT, Dec. 7.—Morning, up—None.

Morning, down—Gladiator, and H. D. Alverson.

Afternoon, up—None.

Afternoon, down—Tacoma.

PASSED PORT HURON.

PORT HURON, Dec. 1.—Afternoon, up—Jewett.

Morning, up—Lehigh, R. A. Packer, R. P. Fitzgerald, Syracuse, Fred Mercur.

Afternoon, down—Vanderbilt, Commodore.

PORT HURON, Dec. 2.—None.

PORT HURON, Dec. 5.—Morning, down—Jas. Fisk, Jr., M. Colwell, New York, Owen.

Morning, up—Nothing.

Arrived—Island Bill, Sherman.

The steamers Australasia and Roumania left this port yesterday noon for Chicago, they being the last boats bound up.

Afternoon, down—Arabia, Oceanica.

Afternoon, up—Nothing.

PASSED PORT COLBORNE.

PORT COLBORNE, Dec. 3.—Passed down—Steamer Schoolcraft, Toledo to Ogdensburg.

Passed up—Schooner Eric Stewart, Toledo to Buffalo.

The canal was frozen over Tuesday and Wednesday quite solid, but the mild weather and warm rains of yesterday and to-day have cleared the ice away again.

PORT HURON, Dec. 6.—Morning up—Tacoma.

Afternoon, down—Tioga, H. J. Jewett.

THE CLOSE.

We can not make any better statement of the close of navigation than that contained in the Leader of the 5th inst., which is as follows: As lake navigation closes, opportunity is afforded for a longer look into the record of the season, something more than the glance that could be taken as the months passed along. After looking it over, there are probably not many owners who are not satisfied with the showing of trips and profits. Some have seemed to have more than their share of disaster, but as a whole the season has been altogether prosperous. Aside from the interest that each owner has taken in his own vessel property, quite a little general interest has been felt at this port in the several iron and steel steamships built at Cleveland within the last few years. The first of these vessels, the Onoko, has maintained her record as the "monster carrier" of the lakes and the William Chisholm and J. H. Devereux, launched three years later, have even beaten the excellent record made in previous years. The Chisholm, commanded most of this season by Captain Andrew M. Graves, has brought down twenty cargoes of ore from Escanaba, three ore cargoes from Marquette and taken up two loads of coal. The Devereux, commanded by Captain Wilford, who has given direction to her movements from the first. Captain Thomas Wilford, has also brought twenty loads of ore from Escanaba, three from Marquette, taken up three loads of coal, and brought down one load of corn. She leads the Chisholm therefore only by the load of grain and one load of coal.

On May 29 of this year the steamer Charles J. Sheffield began making her record, having only been launched about a week previous. She has been sailed from the start by Captain C. C. Allen and a matter of interest connected with her logbook is that it shows here to have pushed her prow in more directions and into more different ports than any of the other iron or steel steamers of Cleveland. The memoranda of her movements shows her to have made four trips to Escanaba for ore, which she has delivered at Lake Erie ports; taken nine loads of ore from Ashland to South Chicago; two loads of grain from Chicago to Buffalo; one load of grain from Duluth to Buffalo; four loads of ore from Marquette to Lake Erie ports; two loads of coal from Lake Erie ports to Duluth, and one loadof coal from some port on this lake to Chicago Or to put the record in different shape, she has between the dates, May 19 and November 14, the time she left light for her first cargo and the time she arrived with her last, she has carried 23 loads in 179 days, or a cargo, as her owners state, for every 7¾ days. Her ore cargoes average 2,250 gross tons each.

The Cambria was the last steel steamer to begin a record at this port. She was launched in the ice last winter, but was not finished up and ready for sea until June 9, and did not take on her first load until June 12. Like the other vessels which have been launched from the Globe iron shipyard before her she proved her ability on her first voyage to carry more tons and make better time than her builders estimated. The speed she developed under command of Captain William Cummings, as is well known, resulted in several contests as to fast sailing. This fact, as her logbook shows, enabled her to carry twenty-four cargoes between the time above mentioned and November 17, when she landed her last load at Ashtabula. She brought twenty-three loads of ore from Escanaba to Ashtabula averaging 2,327 gross tons each, and took up one load of coal between the dates named, beside losing thirteen days on account of two accidents. Her movements are best illustrated by the showing in the months of July and August. She loaded at Escanaba on July 2, July 9, July 15, July 21, July 27, August 1, August 9, August 16, August 23, and August 28, and thereby loaded and unloaded and carried from Escanaba to Ashtabula ten cargoes in fifty-seven days, or one cargo in every five and seven-tenths days. She also carried five loads in September. Speaking of her fast sailing note is made of the fact that a new hat was won on a wager that she could leave Ashtabula on one day and arrive in Escanaba the next. This she actually did by leaving as for example on Monday night or in fact Tuesday morning at 1 o'clock, and reached Escanaba Wednesday night at 10 or 11 o'clock p. m. Her running time up was quite uniformly forty-three or forty-four hours, and time down generally forty-six hours.

The Spokane has made fifteen round trips between Duluth and Lake Erie ports, bringing down as many loads from Duluth or Two Harbors, and probably taking up as many loads of coal. She has done this beside taking one load of grain from Toledo to Buffalo, and taken a tow on eight of these fifteen round trips. The excellent record of the steel steamer Ira H. Owen has already been given and need not be repeated here.

In the connection due notice is given to the Corsica now being finished up at the Globe yard, that she is expected to make equally as good or better record than any of the above steamers next year.

BUFFALO.

The annual meeting of the Lake Superior Transit Co. will be held in New York on December 14. It is thought probable that several changes will be made in the boats of that line next year.

The schooner White Star, wrecked at Point Pelee, on this lake, was formerly the J. Maria Scott, built at Oswego in 1874. The Boston marine insurance company had a $3,000 risk on her coal cargo.

The shipping season here has closed. All coal docks are shut down and no more vessels are expected to leave this fall. There is quite a large fleet still to come and so far nothing prevents the easy navigation of the harbor. Still water was frozen over slightly but the ice floated out.

Lighthouse office reports all buoys in lakes Erie and Ontario removed except in Niagara and St. Lawrence rivers.

A telegram from the captain to Smith, Davis & Co., says the propeller Gogebic, said to be ashore in Jackfish Bay, is safe in McKay's Harbor, near Port Arthur, and will tie up there.

While the engineer and fireman of the propeller James H. Donaldson were at work painting her boilers one of the firemen slipped from the top of the boiler, and, in falling, threw his lamp in a pail of paint. The flames burst out and damaged the boat to the amount of $1,000. Two tugs put out the fire.

November lake business has never been excelled here by any corresponding month. Receipts are 562,040 barrels flour, 5,325,405 bushels wheat, 4,300,602 bushels corn, 524,354 bushels oats, 555,850 bushels barley, 62,700 bushels rye. Coal shipments, 238,800 tons; season's coal shipments are 1,798,567 tons; or 300,000 tons over last year. The full season's figures will not vary coal total greatly, but quite large amounts of grain is yet to be reported. The aggregate grain receipts for the season including flour are 101,881,512 bushels, which have only been surpassed by the season of 1880. Canal clearances are 8,040 for the season, which were exceeded in 1878 and 1880 only. Of the 82,990,647 bushels actual grain received 49,153,088 were sent forward by canal or almost three-fifths.

Supt. Dobbins of this life saving district returned from a trip to Lake Ontario stations and reports having seen the crew of the Canadian schooner Julia, which went ashore near Oswego with barley, soon after they were brought in by the life saving crew. They were not landed on the beach, as was reported, but were brought to the station, five or six miles, and taken care of. The life boat was a picture of winter navigation, being covered with ice from stem to stern. The rescue was a gallant one. Supt. Dobbins ships one of his launching wagons to Ottawa for the Canadian government.

The new propeller Owego went outside and adjusted her compass, preparatory to making her trial trip, which is set down for Wednesday if the weather is good. With her water bottom filled and about 100 tons of coal on board she drew about 14 feet aft.

The new steam yacht Alex. H. Sloan, built by O'Grady & Maher Captain S. M. Sloan, was out and presents a fine appearance. She is 60 feet long and her build and machinery are such that she promises to be fast.

The ferry yachts A. L. Sloan and E. J. Galvin have been taken off the Tifft farm route for the season and are laid up at the Washington street bridge in the Hamburg.

The release of the propellers James Fisk, Jr., J. C. Gilchrist and consort H. D. Alverson, W. A. Avery and consort H. A. Hawgood from Mud Lake adds five to the fleet of ten vessels that are still bound for Buffalo.

The only arrivals Tuesday were the propellers Arabia and New York, from Chicago. An inspection of the fleet laid up here shows that we are about to winter about the same amount of tonnage as last year, in spite of early opinions to the contrary. It looks now as though they would not all get here this week. The seven thousand barrels of Minneapolis flour, brought down here from Duluth by the propeller Jay Gould, fared badly on the passage. When the cargo was taken out over a thousand barrels were found to be wet. The cause of the damage was the starting of the vessel on Fighting Island in the Detroit river.

Lieutenant J. S. Colwell, of United States navy, arrived here Tuesday to organize an auxiliary naval force, as he terms it. He will remain ten days and look over the fleet so as to get an idea what vessels will be of value as transports, etc., in case the lakes are ever called upon to be put on a war footing.

A survey of the burned propeller J. P. Donaldson fixed the loss at $1,232.

Late fire surveys made by Mr. S. V. Parsons have resulted as follows: On the propeller City of Green Bay, whole damage $7,029; on tug Winslow at Detroit, damage to hull and outfit, $4,475, no estimate on boiler and engine; on tug C. J. G. Munro at Thorold, $2,186.

The Buffalo tugmen will give a ball at St. Stephen's hall December 12th for the benefit of Captain Thomas Fletcher. There should be a large turn out.

The propeller Northerner was chartered Monday at Chicago for corn to Buffalo at 5⅜ cents. She had not yet unloaded her coal cargo though she was expected to get away Tuesday night. With average weather she ought to go down easily, and it is doubtful if she can be frozen in anyhow. She has carried no insurance this season.

Trial was begun Monday of John Kennedy, who was connected with the alleged stealing of grain from the Richmond elevator, the discovery of which made such a stir last year. The question will be one of law. Was it larceny for emptiers of the elevator to claim the over runs of vessel cargoes, and was Kennedy guilty of complicity in taking this grain and disposing of it for these emptiers. Other parties were indicted at the same time, but are not now brought to trial. The case now rests on the confession of Henry P. Emslie, their overseer. That he disposed of these over runs through Kennedy and others.

Arrivals yesterday were the propellers Avon and Conestoga from Chicago, and J. C. Gilchrist from Duluth, with grain. The Gilchrist was scoured clean of all her paint at water line and her rudder had been broken and repaired. She also had a break in her upper deck aft, probably made by collision with her barge Alverson.

The new propeller Owego, of the Union line, made three hour trial trips successfully. Her twin boat, the Chemung, is already partly plated and will be launched in January. All speed will be made to get her out for the opening of navigation.

The schooner S. E. Peck brought down 40,000 bushels of wheat, little more than half a cargo. She is to be given a boiler and engine, cylinder 21 by 40 inches, with a 36 inch stroke and will sail under steam next year.

OSWEGO.

Intelligence was brought to this city that the schooner Julia from Consecon, Captain D. L. McDonald of Wolf Island, with a crew of four men, was ashore at Ford's shoals beyond Sheldons Point. Notice was sent to the life saving station and the tug Navagh, Captain William Scott, took the life boat in tow and started for the shoal and in a short time succeeded in taking off Captain McDonald and his men. The schooner is well up on the shoal and lies easy. When the crew left her there was about fourteen inches of water in the hold.

The schooner Julia, of Kingston, Ont., loaded with barley for Oswego, went ashore four miles from here in a gale of wind and snow last week. The vessel was three-quarters of a mile from shore, but a torch was seen by a farmer, who ran to this city and notified the life saving crew. A life boat was taken in tow of a tug, and after a tempestuous passage got abreast of the vessel, and the life crew succeeded in taking off the crew of five men and a woman cook. The sailors were landed on the beach and brought to this city. The vessels will probably prove a total loss. No insurance.

SAULT STE MARIE.

The tug Mocking Bird, of Cheboygan, succeeded in opening a channel through Mud Lake about 10 o'clock Saturday morning, and all vessels which had been ice bound since Tuesday got through. The weather was much milder.

Captain Eber Ward sends a tug up to try and release the Fisk, as she has 850 tons of copper for Buffalo and Cleveland that will have to be hauled to the Soo by sleighs and shipped by railroad unless she is released.

St. Mary's Falls canal closed at 6 o'clock on the 2d inst. This is two days earlier than the close last season and one day earlier than in 1885. There will be no more vessel passages this season.

KENOSHA.

Special to the Marine Record.

Further particulars in relation to the wreck of the steambarge S. H. Johnson and tow are as follows: The tug Kittie Smoke, with about twenty helpers transfered the brick from the tow onto another scow with the exception of about 75,000 bushels which were thrown into the lake and the scow that constituted the Johnson's tow and the brick that were saved, was taken to Chicago. Captain Thomas Clark, who is the agent of Charles Mears, the owner, is now at this port with steam pumps and divers and as soon as the weather is favorable an effort will be made to rescue the steambarge. C. A. E.

GLEN HAVEN.

A United States signal station has been located here, to go into operation on the opening of navigation next season.

DETROIT.

The wrecked propeller Albany arrived early Sunday morning in tow of the Leviathan and was taken to the Springwells shipyard. The tug Champion of the same line also arrived with the schooners Montgomery, owned by Merrick, Esselstyne, & Co., of Detroit. The Montgomery was released from Bois Blanc Island, where she had been stranded for several weeks.

S. B. Grummond has been awarded the contract for raising the propeller Oscola, ashore on Port Austin reef, to be landed in Detroit by June.

The passenger steamer C. H. Merritt plying between here and Chatham was burned Tuesday morning at Chatham. She was valued at $18,000 and was fully insured. The cause of the fire is unknown. She was owned by G. B. Merritt, Samuel Barfoot and Captain Comette and was insured for $8,000

The schooner D. G. Fort, coal laden, went ashore on Pelee Island, and the tug Crusader and the steamer Saginaw went to her rescue. They passed up with her on Tuesday and she unloaded at Detroit, Captain Geo. McLeod, adjuster for the hull pool, says she is damaged but little.

The consorts of the steambarge Belle Cross, the Little Jack and Clement, got ashore below the Dummy, during the fog Thursday of last week, but worked themselves off before the Belle Cross and the tug Porter arrived down on Friday.

The schooner Rosebud went to pieces on Pelee Island.

Wells Burt, after whom one of our best schooners is named, and one of the pioneers in the Michigan mining industry, died here on the 29th ult. Mr. Burt was born near Buffalo in 1820, his father being W. A. Burt, inventor of the solar compass. When twenty-one years old Wells Burt, having then lived some years in this state with his father, was appointed assistant United States surveyor, and, while locating many of the iron mines of the upper peninsula, made investments which laid the foundation of his fortune, which approximates $500,000. He was a large holder of the stock of the Lake Superior mining company, of the Peninsula mining company, and other corporations.

MUSKEGON.

Special to the Marine Record.

The following is the report from the customs officer of shipments by water from this port this season: Lumber, 513,194,000; shingles, 244,124,000; lath, 29 339,000; pickets, 867,000; slabs, 29,393; railroad ties, 16,000; sawdust, (tons), 1,085.

The Barker & Akeley mill cut this season 33,276,249 feet of lumber; 11,807,390 lath, and 705,305 pickets. How is that for one mill? In performing this work $47,000 were paid out in wages.

Several schooners have gone into winter quarters here. Will give their names at another time. All the harbor boats have laid up for the season.

The life saving station closes December 7.

Deputy United States Marshal Geo. Jacks, who was arrested for having stolen property in his possession, will have his hearing on the 12th of December for the Olesan case, and will then go to jail to await his trial, which takes place in February. His bail was fixed at $5,000, which he has been unable to obtain as yet. T.

PORT HURON.

Special to the Marine Record.

The propeller Gogebic is laid up in McKay's Bay, and is not ashore as reported.

The steamer Cole made her last trip on the river route on Saturday.

The steam barge Cleveland has gone into winter quarters in Black river.

The tug Kittie Haight and scow Aunt Ruth, are the latest arrivals to go into winter quarters in Black river.

Vessel and steamboat men will hail with delight the fact that the Canadian government has decided to locate a lighthouse at the head of Stag Island.

Captain Peter Edgar of the City of Cleveland, will spend the winter in Port Huron looking after Mason & Cornings fleet of barges.

The Rosa Sonsmith will go into Dunford & Alverson's dry dock to receive repairs to her stern post, damaged by collision with propeller Minneapolis.

The Thos. H. Cahoon, Ida Corning, A. T. Bliss, George W. Wesley and Porter Chamberlain will receive minor repairs and a new coat of paint. E.

The schr. Law discharged a cargo of oats at Point Edwards and went to Dunford & Alverson's yard for a rebuild.

The schr. Newsboy will receive an entire rebuild and will be as good as new when complete.

The schr. "Tilden" so long sunk is all right now and is loading the cargo she had in when sunk. She will take it to Detroit. The tug O. W. Cheney will tow her there and back here where she will go in winter quarters.

The schooners Ayer and Mineral State are here to have some extensive repairs when the owner can get matters fixed up with the insurance company.

Barge W. W. Stewart will go into drydock to have steel arches put in and bulwarks built up solid to the rail.

Steamer Oscoda has gone into winter quarters, having made 48 round trips between Cleveland and Oscoda and towed the barge Agnes part of the time.

The steamer Darius Cole made her last trip Dec. 5 between here and Detroit. JAY.

CHEBOYGAN.

The steamer Romora passed through several hundred barrels of flour and other wreckage, five miles out from Detour light, Tuesday. The lightkeeper and others near Detour picked up quite a quantity of flour that had drifted ashore there. This is undoubtedly part of the jettisoned cargo of the steamer Albany. The Romora reports the Gilchrist at Detour badly iced up, looking for her consort. She then proceeded down Lake Huron, accompanied by the Waldo A. Avery and consort.

The tug Saugatuck raised a large lighter that sank at Bois Blanc Island a short time ago and recovered fourteen hundred bars of iron which was put on from the schooner Montgomery. She was towed here and is unloading. It was thought, at one time, that the lighter and iron would be a total loss.

OGDENSBURG.

The propeller Schoolcraft, corn, from Toledo for Ogdensburg, is the last arrival at this port through the Welland canal this season. She will be double decked here this winter.

SANDUSKY.

Fire broke out at 12 o'clock Sunday in Captain Monk's shipyards here and badly damaged the interior and roof. The main building narrowly escaped destruction, being saved only by the efforts of firemen. Impossible to ascertain loss; no insurance.

AMHERSTBURG.

Captain Jos. Marks, Captain M. Sullivan, H. Campbell, sr., H. Campbell, Jr., Wm. Cook, Thomas Loney, James Handcock, Robert Kett and Albert Westway who had been employed at Mackinaw on C. P. Dunbar's dredging contract, returned home last Friday. Frank Cassion has gone to his home at Painsville, Ohio, Charles Sidley to Madison, Ohio, and Thomas Hanley and J. McFarlane to Port Colborne.

Among our marine men who arrived home during the past week are Captain J. Laframboise, of the steamship H. S. Pickands, Captain Jones, of the schooner Ogden, Adolphe Oullette, Nathan Kett, Henry Wilcox, R. McMullen and Lewis Allen, of the steamship Sheffield, Thomas Gleason, of the yacht Scotia, Clayton Smith, of the Joseph H. Prentiss, John Riley, of the Gettysburg, James Gasee, of the Colorado, and John Carney, of the tug Winslow.

Loud complaints are being heard because of the lack of a fog horn at Point Pelee. This is one of Canada's most important points, and yet the marine department, by its neglect to place a fog horn there, has failed to look after the interests of vesselmen. No less than five vessels have been on there lately and it is, at all times, a cause of great delay to mariners in thick weather. Something should be done at once.

TORONTO.

The minister of customs has reduced the $400 fine inflicted last June upon the owner of the steamer C. W. Chamberlain of Windsor, Ont., to $50. The offense consisted in the vessel leaving Parry Sound without having first obtained permission of the customs officers.

PORT ARTHUR.

The propeller Ontario arrived from Sarnia Thursday night, and reported the steamship Gogebic ashore in Jackfish bay. Owing to the high sea the Ontario did not venture close enough to ascertain her condition. The Gogebic afterward released herself and went into winter quarters at McKay's.

ERIE.

The ore receipts at Erie this year have been large. They were 210,409 tons, more than double what came in last year. The receipts of pig iron were 8,000 tons, and came from Pt. St. Ignace. The facilities for handling ore have been doubled this year, and there are docks and machinery sufficient for handling a million tons next year. Extensive dredging will be done in the spring in the bay.

SAND BEACH.

Special to the Marine Record.

Navigation being nearly to a close, vessels seeking shelter are a rarity now. On Nov. 27 the tug Wm. A. Moore bound up to a wreck. 28 the propeller Annie Young, and 30 the schooner Lady Essex to lay up here.

Propeller C. W. Chamberlain with schooner H. W. Johnson. The Chamberlain run so nearly out of coal that they had to borrow coal to run from the breakwater to the coal dock to replenish their stock.

Dec. 2 tug A. Sumner with barges Russian, Light Guard and S. H. Lathrop. Tug O. W. Cheney with the barge John Sherman, coal laden for this place. Dec. 3 propeller Margaret Olwill, lumber laden and bound down. LUFF.

ESCANABA.

The departure of George Spencer closes the ore shipping season with a total shipment of 2,072,864 gross tons.

ERIE.

No tidings have been learned of the missing fishermen William McLaughlin and Robert Pryor. Floating fish boxes indicate clearly enough that the men sank eight miles out in the lake notwithstanding the report that they had been picked up by a passing barge.

AMHERSTBURG.

The propeller Jay Gould, of the Lake Superior and Lake Michigan transportation company, grain laden, stranded on Fighting Island. The tug Porter, with the schooner Persia, lightered her cargo.

MANITOWOC.

The schooner Felicitous of this place is having about $5,000 worth of rebuilding done to her hull. She will be raised one foot over all, and otherwise thoroughly rebuilt.

WYANDOTTE.

Mayor Kirby was out for the first time in several weeks, driving from his residence to the ship yard. He has lost 25 pounds in flesh durhis illness.

The propeller Hudson arrived down from Detroit, and will perhaps lay up here for the winter. She will be unable to make a trial trip this season, as expected.

MINORVILLE.

The schooner Bay State made this harbor late ast Thursday night during a heavy gale from the southeast. She came in with her canvas nearly all set, and was under such headway when she struck the ice which had formed in Sturgeon Bay that she stove in a plank and became waterlogged. The tug Nelson went to her assistance, and towed her to Sturgeon Bay, where the necessary repairs were made.

DULL TIMES AROUND BOSTON.

BOSTON, Nov. 6.

Special to the Marine Record.

Your correspondent has been here now for ten days and sees nothing new about this city. There is a general complaint of hard times.

East Boston used to be a large shipbuilding place; at the present time there is one small schooner in frame and the other yards are in a state of decay. At "Chelsea" there is a side wheel steamer in frame, intended for the excursion business.

I received the RECORD of the first and intend lending it to the Boston Herald.

My old friends have been pleased to welcome me back to the seaboard.

GEO. SIMPSON.

MEMORIAL POST.

At a regular meeting of Memorial post Wednesday evening, the following officers were elected:

Commander—James McMahon.
Senior vice commander—A. T. Brewer.
Junior vice commander—W. G. Nesbit.
Quartermaster—C. C. Shanklin.
Surgeon—T. M. Heard.
Chaplain—P. H. Tuttle.
Officer of the day—J. F. J. Davis.
Officer of the guard—H. N. McLeod.
Delegates to department encampment—G. C. Barnes, J. O. Winship, John C. Roland, T. M. Heard.
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A West Side lake captain, known for his patience, became much excited because his wife bought a clothing store shirt for him which was too short, too narrow in the body, tight in the sleeves, buttons came off as soon as he touched them, etc. He wanted her to patronize the Boston Dry Goods Store of *Kohn & Co.*, 213 Detroit st., near corner Pearl, because they manufacture ☞ *genuine, home-made Shirts, Flannel,* fancy *Cassimere, Waterproof,* navy-blue, double and single-breasted, *Flannel Shirts,* 52 inches wide, 40 inches long, extra strongly sewed, or ☞ *make them to order* to the taste of the customer. If you select your own material we make them for 25c. each.

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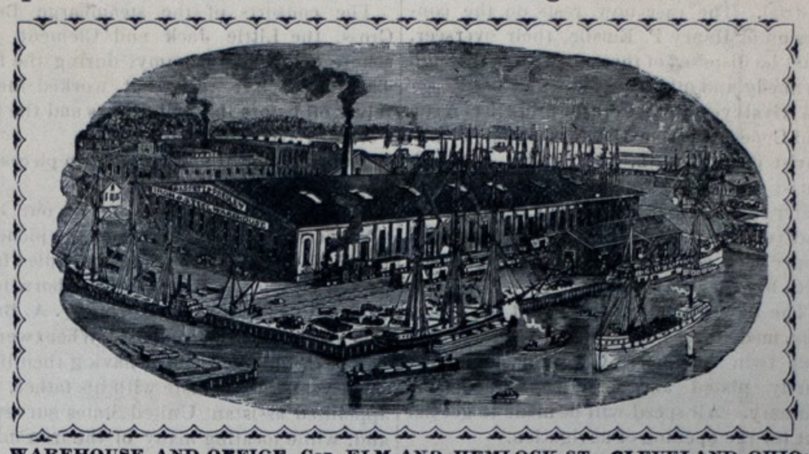

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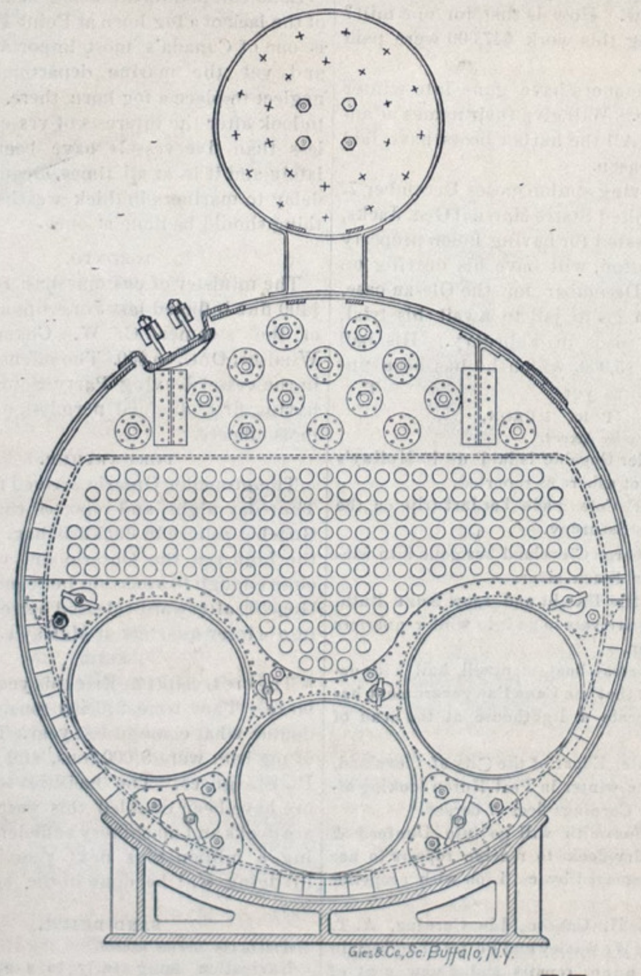

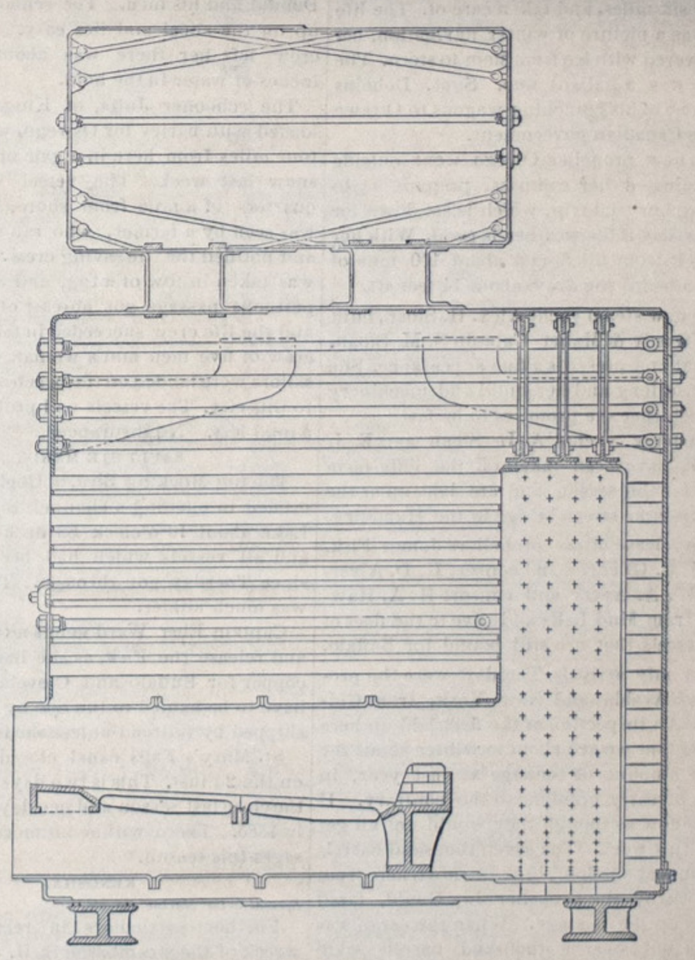

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No. 23, Cleveland Express	°2 15 A M	
No 3, Chicago Express via "	§5 40 A M	5 55 A M
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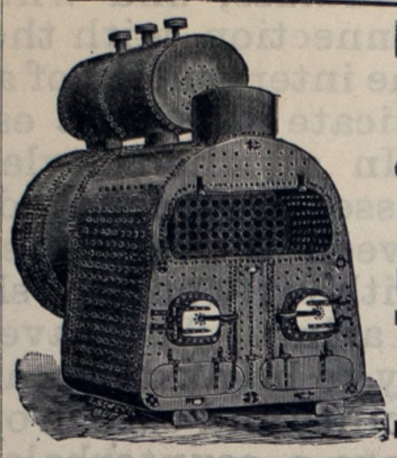

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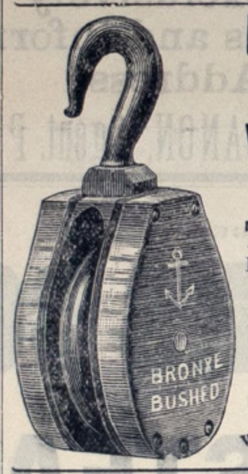

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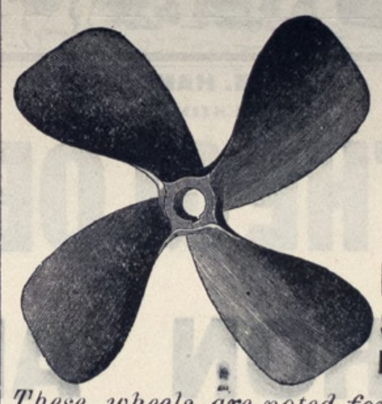

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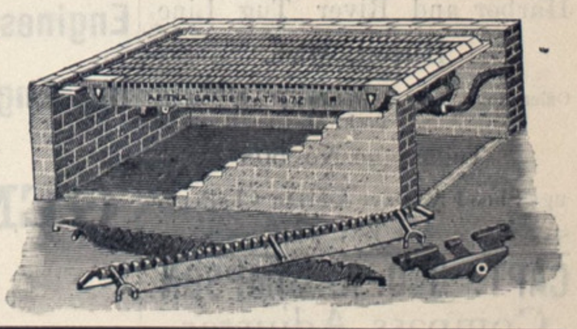

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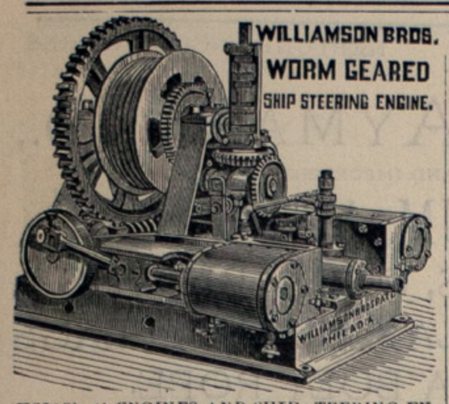

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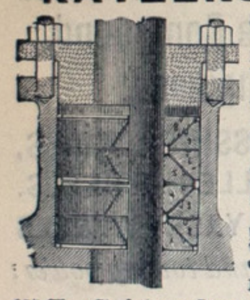
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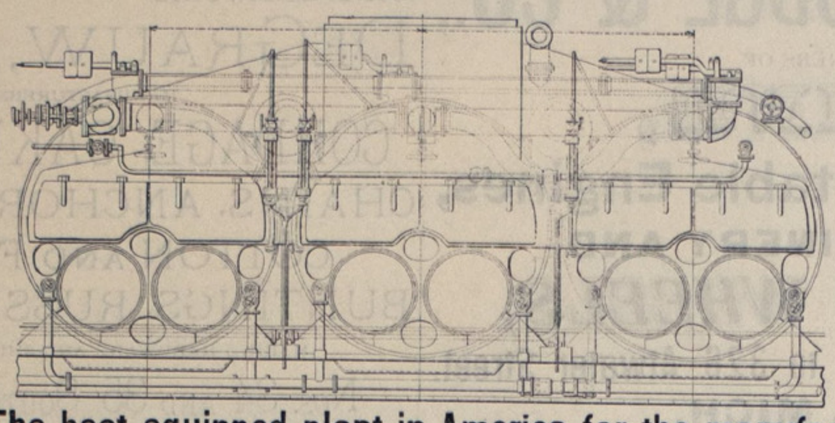
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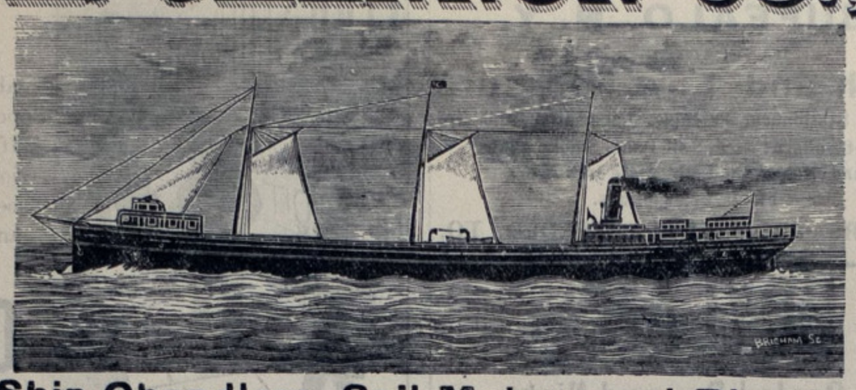
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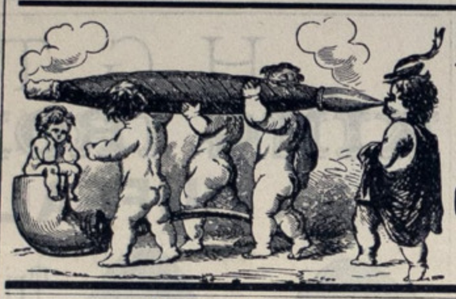
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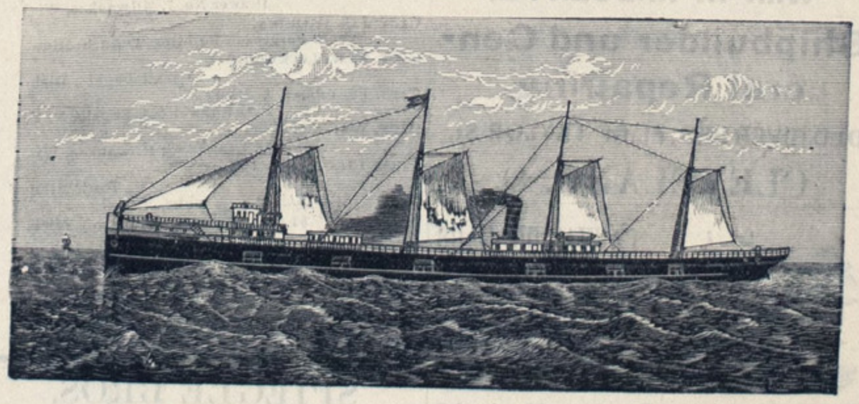

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